Before the

United States House of Representatives

Committee on Transportation and Infrastructure

Subcommittee on Railroads, Pipelines and Hazardous Materials

Statement of Barbara Windsor

on behalf of the

American Trucking Associations

On

Reducing Regulatory Burdens and Ensuring Safe Transportation of Hazardous Materials

April 12, 2011



Chairman Shuster, Ranking Member Brown, and Members of the Subcommittee:

Thank you for the opportunity to testify on the reauthorization of the Department of Transportation's (DOT) hazardous materials safety program.

My name is Barbara Windsor. I am president and CEO of Hahn Transportation in New Market, Maryland. Hahn is a specialized regional trucking firm that hauls petroleum products, biofuels, cement, and other bulk products throughout the Mid-Atlantic corridor. My family built and grew this business over the past 75 years and today we operate more than 100 trucks and employ over 150 individuals.

Today, I appear before you representing not just my company, but also the American Trucking Associations (ATA). ATA is the national trade association of the trucking industry and I am proud to serve as its Chairman of the Board. Through its affiliated state trucking associations, affiliated conferences and other organizations, ATA represents every type and class of motor carrier throughout the United States.

The trucking industry is the backbone of this nation's economy - accounting for more than 80% of the nation's freight bill and employing nearly 7 million Americans in trucking-related jobs. We are an extremely competitive industry comprised largely of small businesses. Roughly 97% of all interstate motor carriers operate 20 or fewer trucks.¹

The trucking industry delivers virtually all of the consumer goods in the United States and most of the Nation's essential hazardous materials, such as pharmaceuticals to treat the ill, chemicals to purify water, fuel to power our cars and heat our homes, pesticides and fertilizers for growing crops that feed the world, and military supplies to protect our troops.² These hazardous materials are necessary to support our quality of life and their safe and efficient transportation is critical to this Nation's economic well being.

The safety and security record for the transportation of hazardous materials is impressive. Each day there are over $800,000^3$ shipments of hazardous materials in the United States. In terms of product value, tonnage, and number of shipments, trucks move more hazardous materials than all other transportation modes combined.⁴ In 2009, there were 273 serious hazardous materials transportation incidents on the nation's highways, a

¹ American Trucking Associations, American Trucking Trends 2011 (March 2011).

² See Bureau of Transportation Statistics, 2007 Commodity Flow Survey (January 2011).

³ See Federal Motor Carrier Safety Administration, Crashes Involving Trucks Carrying Hazardous Materials, May 2004, http://www.fmcsa.dot.gov/facts-research/research-technology/analysis/fmcsa-ri-04-024.htm.

⁴ See Bureau of Transportation Statistics, 2007 Commodity Flow Survey (January 2011).

30% decrease from 2000.⁵ The annual number of highway fatalities over the period declined from 16 to 4.⁶

While the existing statutory framework and regulations governing hazardous materials transportation have proven effective, I appear before you today to highlight specific recommendations to improve the safe transportation of hazardous materials and reduce unnecessary regulatory burdens.

The remainder of my testimony highlights six key issues for Congress to address as it considers the reauthorization of the federal hazardous materials transportation law:

- Eliminating duplicative and redundant security background checks;
- Ensuring equitable enforcement of the hazardous materials regulations;
- Reforming hazardous materials incident reporting requirements;
- Implementing a single uniform state-based hazardous materials permitting system; and
- Resolving jurisdictional issues concerning the Occupational Safety and Health Administration (OSHA) and DOT's regulation of hazardous materials handling.

There is also one matter, one that directly affects my business, that we believe does not warrant new regulations: the transportation of flammable materials in cargo tank wetlines.

I. Redundant Background Checks

Duplicative background checks and redundant credentials have caused a dramatic reduction in the number of qualified drivers that are available to transport hazardous materials. Prior to the initiation of the Transportation Security Administration's (TSA) background check program in 2005, the Hazardous Materials Endorsement (HME) served as an endorsement on a driver's Commercial Drivers License that the driver was approved to handle hazardous materials. More than 2.7 million drivers held an HME. Based on TSA data, we estimate the current number of HME holders is closer to 1.5 million. This 41% reduction in qualified drivers is not the result of individuals failing the background check – less than 1% fail the check – but rather is a result of the onerous process associated with obtaining this credential and the fact that drivers often must obtain multiple credentials that entail expensive, duplicative background checks.

⁵ See U.S. Department of Transportation, Hazardous Materials Information System http://www.phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/Files/tenyr_orig_serious.pdf Note many "serious incidents" do not involve injuries, as highway closures and certain releases of hazardous materials are classified as "serious incidents" even though no one is injured.

⁶ Id

⁷ See Testimony of Asst. Director Justin Oberman, TSA Threat Detection and Credentialing Office, before the House Subcommittee on Economic Security, Infrastructure Protection, and Cybersecurity (November 5, 2005).

Drivers that transport hazardous materials must submit to a fingerprint-based background check to obtain an HME. This credential costs approximately \$100, requires multiple visits to the licensing agency to complete the process, and takes several weeks to be issued. Many of these drivers also access port facilities and therefore must also obtain a Transportation Worker Identification Credential (TWIC) – these drivers receive a discount if they have already been through an HME check, but still must pay an additional \$105.25 for the second credential. A small business like mine must pay over \$8,000 just to credential our drivers to transport hazardous materials. That amount is before the costs of other credentials are added, such as TWIC. ATA estimates that the cost of obtaining federal credentials for the largest fleets can exceed a quarter-million dollars. This is a recurring expense, not a one-time investment, since the HME and TWIC must be renewed every five years.

Moving beyond federal credentialing issues, the city of Doraville, Georgia has imposed a security background check for individuals that access local petroleum loading facilities. Under this program, Doraville collects fingerprints, transmits the prints to the federal government, receives a criminal history report, and then issues a local credential at a cost of \$100. The background check performed is identical to the check performed by TSA under the HME and TWIC programs. Unfortunately, Doraville has refused to recognize the HME or the TWIC as an acceptable credential. The ability of states and municipalities to subject hazardous materials drivers to redundant criminal history background checks could easily become an unbearable financial burden to hazardous materials drivers that operate in hundreds of cities throughout the country. The Doraville credential is a revenue raiser for the City, but provides no additional security.

To address the problem of redundant security background checks for drivers transporting hazardous materials, we encourage Congress to enact the Safe Truckers Act, which has three elements.

- 1. Acknowledging that not all hazardous materials are security sensitive. Paint, food coloring, and pharmaceuticals are not weapons of mass destruction. Congress should require the Department of Homeland Security (DHS) to work with DOT to identify a list of security sensitive hazardous materials that are truly weaponizable. PHMSA and TSA have already created lists of Security Sensitive Materials that provide an excellent starting place for these discussions.
- 2. Requiring individuals that transport security sensitive materials to undergo a fingerprint-based background check and obtain a TWIC as evidence of their fitness to transport these hazardous materials of concern and return the HME to a safety-based license endorsement.

⁸ Additional background checks and credentials are required for drivers that access airports, drivers that deliver freight to Canada and Mexico, and drivers that haul freight for the Department of Defense. See Exhibit 1 for a chart depicting the various background checks and credentials that should be harmonized.

3. Ensuring that the TWIC is the only security credential required for transportation workers and preempting other state and local background checks and credentials when applied to drivers transporting hazardous materials.

In the last Congress, the Transportation and Infrastructure Committee and the Committee on Homeland Security worked together to approve the Safe Truckers Act, and the legislation was passed by the full House. We hope the legislation can move quickly this year. The background check reforms envisioned under the Safe Truckers Act will put money back in the pockets of America's truck drivers, conserve scarce government resources, and maintain the highest standards of security.

II. Equitable Enforcement

The hazardous materials regulations (HMRs) consist of more than 500 pages of regulatory text. Regulatory requirements vary depending upon the types and quantities of materials being transported. The complexity of these regulations makes it difficult to train drivers who are called upon to transport many different types of hazardous materials. ATA members have implemented robust driver training programs and view safety and compliance as their primary responsibility. However, primary compliance with the HMRs rests with the shipper of the materials, who must properly classify the material, select appropriate packaging, mark and label the package and prepare a compliant hazardous materials shipping paper. Each of these "pre-transportation" activities occurs before the carrier arrives to load hazardous materials packages on the truck. Because most violations of the HMRs are discovered during roadside inspections, drivers and motor carriers frequently receive citations for violations of the HMRs that they did not cause and cannot reasonably be expected to discover.

For example, a carrier should not be held responsible for transporting undeclared hazardous materials, where a shipper neither labels the package nor presents a hazardous materials shipping paper to the carrier prior to transportation. A driver cannot be expected to catch shippers that intentionally conceal the transportation of hazardous materials. Similarly, where a shipper tenders a package of *boron trifluoride diethyl* etherate and indicates on the shipping paper that the chemical is corrosive, but fails to denote that the chemical also has a subsidiary hazard of flammable, it is not realistic to expect the driver picking up the package to research the chemical and catch the shipper's mistake in failing to also list the subsidiary hazard. Yet we estimate that each year motor carriers are cited for more than 10,000 violations that are caused by shippers before the carrier begins transportation.⁹

To address this inequity, Congress should distinguish between functions that are normally performed by a shipper and functions that are the responsibility of the carrier, and clarify that a carrier is not responsible for violations that result from pretransportation functions performed by another person, unless the carrier has actual

⁹ Source: ATA and CVSA analysis of 2005 Roadside Inspection Hazardous Materials Violations. See also, http://www.ai.volpe.dot.gov/SafetyProgram/spViolation.aspx?rpt=RDHV

knowledge of the violation. While carriers must remain responsible for the correct performance of hazardous materials functions under their control (e.g., blocking and bracing, placarding, segregation of incompatible hazard classes), they should not be held accountable for pre-transportation functions that are the responsibility of the shipper. The issuance of violations to carriers for activities that are performed by others does nothing to address the compliance and safety problems created by the responsible party. This results in continuing behavior that is not in accordance with the regulations and the failure to correct unsafe hazardous materials transportation conditions.

III. Wetlines

Wetlines refer to the product piping underneath cargo tank trucks that transport gasoline and other flammable liquids. These wetlines are used for both loading and unloading tank trucks. In 1998, following a fatal accident, the National Transportation Safety Board (NTSB) issued a recommendation to DOT to prohibit the transport of flammable materials in wetlines to reduce the risk of serious injuries from the release of product in the event that a car crashes into a tank truck. Since then, wetlines incidents have become a high profile although very rare event.

In connection with a recently proposed rule on wetlines, PHMSA analyzed ten years of incident data. According to DOT's hazardous materials incident database, from 1999 to 2008 there have been 8 incidents that have resulted in a fatality or injury that are attributable to wetlines releases. By contrast, PHMSA estimates that more than 100,000 cargo tank shipments of flammable liquids occur each day. These government statistics further indicate that the risk of being injured in or killed in a wetlines incident is approximately 1 in 45,600,000. In fact, an individual is more likely to be struck by lightning than be injured in a wetlines incident. Notwithstanding this incredibly low incident rate, PHMSA has proposed a regulation restricting the transport of flammable liquids in wetlines.

This is the third time DOT has considered wetlines restrictions. In 2004, the Research and Special Programs Administration (RSPA), the predecessor agency to PHMSA,

¹⁰ Petroleum terminals have indicated that they cannot drain the loading lines at their facilities. As a result, product remains in the on-board loading lines from the shipper's terminal until delivery at the customer's facility (e.g., gas station).

^{11 76} Federal Register 4847, 4849 (January 27, 2011).

¹² U.S. Pipeline and Hazardous Materials Safety Administration, Regulatory Assessment and Regulatory Flexibility Analysis – Hazardous Materials: safety Requirements for External Product Piping on Cargo Tanks Transporting Flammable Liquids, p. 9 (January 2011).

¹³ Using PHMSA's data, there are approximately 365 million shipments of flammable liquids in cargo tanks each year and over the ten year study period their have been eight wetlines incidents that have resulted in injury or a fatality. *See* documents cited in footnotes 11 and 12, *supra*.

¹⁴ See 76 Federal Register 4847 (January 27, 2011).

proposed a similar rule to regulate flammable liquids in wetlines. After analyzing the data from incidents attributable to wetlines and the costs associated with requiring equipment to evacuate product from wetlines, the agency concluded that the costs of the proposed regulation exceeded its benefits and properly withdrew the proposed rule. ¹⁵

Nothing has changed – the hazardous materials incident data reports continue to support the conclusion that the risk of a wetlines incident is infinitesimally small. The data underlying the most recent wetlines proposal similarly indicate that its costs exceed its benefits. In fact, PHMSA itself concluded that the costs of the proposal exceed its benefits and only after applying a so-called "sensitivity analysis" with unrealistic assumptions (including that passenger vehicle occupancy of cars involved in wetlines incidents would increase due to a future increase in carpooling caused by the high price of fuel) does PHMSA conclude that the benefits of the rule exceed its costs.

ATA and the National Tank Truck Carriers (NTTC) analyzed PHMSA's summary of the wetlines incidents and note that the agency significantly overstates the potential benefits of the rule. Our analysis, which will be included in our formal comments to the agency, reveals that 17% of the incidents PHMSA believes would be avoided involved combustible materials that are exempt from PHMSA's proposal; 26% of the incidents involved a release of product from the cargo tank itself which would have occurred even if the wetlines underneath the tank had been purged. Incredibly, one incident involved a truck equipped with a purging system, raising the question of whether the proposed technology is 100% effective.

PHMSA's analysis of the costs underlying the proposed rule contains additional mistakes. PHMSA has chosen to use the costs of a manual purging system, which is not yet commercially available, to support its estimates on the costs of the rule. The costs ignore the downtime of the cargo tank during the retrofit procedure, employee training costs, loss of productivity as a result purging failure, and time spent waiting for the purging system to operate. Other costs are underestimated, such as system maintenance costs of only \$3 per year and the lost productivity as a result of the system's weight. From an operations standpoint, carrier efficiency would decrease as a result of delays at loading facilities waiting for wetlines to be purged.

To resolve this high profile issue and close the open NTSB recommendation, we urge Congress to have the Transportation Research Board of the National Academy of Sciences quantify the risk and cost of wetlines incidents and hold the PHMSA rulemaking in abeyance until that analysis is completed.

RSPA responded to an NTSB recommendation, proposed a solution to a perceived problem, accepted comments, analyzed the data, and then properly concluded that the costs of the proposed solution far exceeded its benefits. See 71 Federal Register 32909 (June 7, 2006).

IV. Incident Reporting

The federal regulations establish requirements for carriers to file both written hazardous materials incident reports and telephonic reports for certain hazardous materials incidents. ATA supports the federal written incident reporting requirements, as a means for PHMSA to obtain data upon which to base future regulatory decisions. ATA also understands the need for immediate notification for certain types of hazardous materials releases.

Unfortunately, the logistics of navigating multiple immediate federal and local notification requirements are impracticable and set motor carriers up to fail. While the federal hazardous materials law preempts state and local *written* incident reporting requirements (they can simply obtain the information they require from PHMSA's written reports), it does not preempt state and local requirements to provide immediate telephonic notice.

There are dozens of individual telephonic reporting requirements that vary from jurisdiction-to-jurisdiction. As a result, drivers have no way of knowing whether a particular incident triggers a local reporting requirement. For example, following a recent spill in Louisiana, a motor carrier telephoned 911 and emergency response teams were dispatched to the scene. Several weeks later, the motor carrier received a large fine for failure to provide immediate notice of the incident to the appropriate officials. It is unrealistic to expect a driver to know whether a particular hazardous material incident triggers a local immediate reporting requirement. Drivers operate in literally thousands of local jurisdictions and cannot predict when a hazardous materials release will occur or be expected to know whether a particular release triggers a local reporting requirement and the contact information of the official to be notified. It should be sufficient for the carrier to call the national response center, when required, or call 911 to ensure that local emergency response teams are mobilized. Additional local reporting requirements should be preempted. An existing, universal 911 system, combined with existing federal incident reporting requirements, obviates the need for separate state and local reporting requirements that are virtually impossible to comply with. Congress should preempt state-based incident reporting requirements.

V. State-Based Hazardous Materials Permits

Individual states have imposed more than 40 separate hazardous materials permitting programs.¹⁶ These motor carrier permitting requirements are triggered based upon the type of hazardous material being transported through the state. Some states have more than one permit, depending upon the types of hazardous materials being transported. Compliance with these separate programs is an enormous administrative burden for trucking companies that operate in multiple states, as it is extremely difficult

¹⁶ See Exhibit 2, a map depicting the states with individual permit programs applicable to the transportation of hazardous materials.

to identify and monitor changes to these different permitting programs. For some smaller trucking companies, it is difficult to predict which states they may travel through and whether they will transport particular types of hazardous materials through that state in a given year.

There is a solution. ATA supports the implementation of the "Uniform Program," which is currently administered by six states (i.e., IL, MI, NV, OH, OK, and WV). The Uniform Program is a "base state" permitting program that ensures participating states will continue to receive the revenue they have come to rely upon under their individual permitting programs. Moreover, the program ensures that the fees states assess are fairly apportioned and are dedicated to improving hazardous materials transportation safety.

The implementation of the Uniform Program would reduce state expenses, as the inspection and administrative functions would be shared by all participating states. The implementation of the program also would reduce the administrative burden on the regulated industry.

To transition from the current individual permits to the Uniform Program, Congress should enact a carrot and stick approach. Initially, Congress should provide a grace period for states to make their programs compatible with the Uniform Program. Congress should then select a date certain whereby separate state permitting programs would be preempted.

VI. <u>Uniform Regulations OSHA's Concurrent Jurisdiction</u>

ATA supports a modification to the joint regulatory authority that OSHA and DOT exercise with respect to the transportation of hazardous materials. This overlapping jurisdiction erodes the regulatory uniformity necessary for the safe and efficient transportation of hazardous materials and makes it difficult to train drivers that must perform their duties in multiple jurisdictions.

Unlike DOT, OSHA does not have the authority to ensure uniform regulations. In fact, states are encouraged to enact more stringent worker protection regulations than the federal baseline established by OSHA, which leads to a myriad of differing regulatory requirements across jurisdictional lines. This type of regulatory framework may work well for employees at fixed facilities, but is problematic for transportation companies, whose employees work in multiple states.

The potential problems associated with OSHA's overlapping jurisdiction became obvious in 2007 when OSHA proposed revisions to its explosives standard. If promulgated as proposed, this standard would have been inconsistent with DOT's regulations. Some of these inconsistencies included: truck trailer modifications, fire extinguisher standards, hazardous materials segregation requirements, and requirements to move centralized refueling facilities.

ATA is concerned about employee safety and supports a jurisdictional compromise that would ensure uniform regulations, while preserving OSHA's role in training and addressing potential unsafe conditions for employees that respond to releases of hazardous materials. DOT's hazardous materials transportation regulations have proven effective in protecting transportation workers that handle hazardous materials in transportation.

* * * * *

In closing we would like to recognize that while the existing federal hazardous materials law and its accompanying regulations go a long way towards ensuring the safe, secure and efficient movement of hazardous materials, there is room for improvement. As Congress moves to reauthorize the federal hazardous materials transportation law it is critically important to ensure uniformity across jurisdictional lines. This is the theme that runs through the priority issues highlighted in this testimony.

ATA and I greatly appreciate this opportunity to offer our insight into measures to improve the safe, secure and efficient transportation of hazardous materials. Thank you for allowing me to testify. I am pleased to answer any questions you and the other members of the Subcommittee may have.

Exhibit 1: Redundant Background Checks

Program	Cost to Driver	Purpose
Hazardous Materials Endorsement (HME)	\$89.25 ¹⁷	Federal Security Credential for Transportation of Hazardous Materials (TSA)
Transportation Worker Identification Credential (TWIC)	\$132.50 ¹⁸	Federal Security Credential for Access to Port Facilities (TSA)
Secure Identification Display Area (SIDA)	\$30 ¹⁹	Federal Security Credential for Access to Airport Facilities (TSA)
Air Cargo Security Threat Assessment	\$28 ²⁰	Federal Security Credential for Access to Air Cargo (TSA)
Free and Secure Trade (FAST)	\$50 ²¹	Federal Security Credential for Border Crossing (CBP)
Doraville Petroleum Facility Access Credential	\$100 ²²	Local Security Credential for Access to Local Petroleum Loading Facilities (Doraville City Council)

¹⁷ Includes \$17.25 FBI database search fee, \$34 TSA threat assessment fee, and \$38 information collection fee (TSA contractor). States that manage their own information/fingerprint collection are authorized by TSA to establish separate fees, which range from \$70 to \$140.25.

¹⁸ Includes \$43.25 enrollment fee, \$72 for card production/security threat assessment fees, and \$17.25 (discounted amount)* for the FBI fee. Applicants with an HME or FAST card will not be charged the \$17.25 FBI fee and will receive a \$10 discount for the card production/STA.

¹⁹ Includes \$17.25 FBI database search fee, \$12.75 clearinghouse fee, and \$3 recurrent vetting fee charged on a rolling basis.

 $^{^{20}\,}$ Fee to include collection, clearinghouse facilitation costs, OPM and FBI fees.

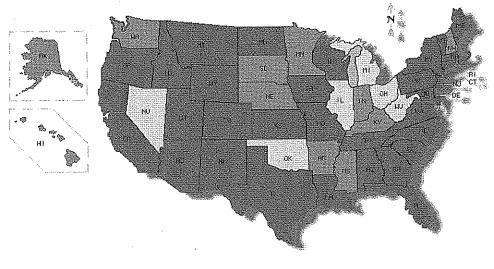
²¹ Includes check against criminal and immigrant databases in U.S. and Canada and issuance of RFID tag.

 $^{^{22}}$ Two-year credential required to access petroleum terminals located in Doraville. City refuses to accept HME or TWIC.

Exhibit 2: State-Based Hazardous Materials Permit Requirements

State Hazardous Materials Permits

- ♣ No State HM Permit
- Uniform Permit State
- Separate HM Permits



COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Truth in Testimony Disclosure

Pursuant to clause 2(g)(5) of House Rule XI, in the case of a witness appearing in a nongovernmental capacity, a written statement of proposed testimony shall include: (1) a curriculum vitae; and (2) a disclosure of the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by the witness or by an entity represented by the witness. Such statements, with appropriate redaction to protect the privacy of the witness, shall be made publicly available in electronic form not later than one day after the witness appears.

(2) Other than yourself, name of entity you are representing: (3) Are you testifying on behalf of an entity other than a Government (federal, stat local) entity? YES If yes, please provide the information requested below and attach your curriculum vitae. NO (4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity you are representing:	(1) Name:	· ·		
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NO (4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity	(3) Are you testing local) entity?	ying on behalf of an entity other than a	Government (federal, state,	
(4) Please list the amount and source (by agency and program) of each Federal grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity	YES	If yes, please provide the informati attach your curriculum vitae.	ion requested below and	
grant (or subgrant thereof) or contract (or subcontract thereof) received during the current fiscal year or either of the two previous fiscal years by you or by the entity	NO			
	grant (or subgra- current fiscal yea	it thereof) or contract (or subcontract t r or either of the two previous fiscal ye	thereof) received during the	
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BARBARA I. WINDSOR

PROFESSIONAL EXPERIENCE:

May 2002 - Present President & CEO

Hahn Transportation, Inc.

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Executive Vice President / COO December 1991 - 2002

Hahn Transportation, Inc.

New Market, Maryland 21774

Candidate - Lieutenant Governor 1998

State of Maryland

Office Manager September 1989 –

Dr. Lynn D. Ketchum

Overland Park, Kansas 66215

Trans World Airlines February 1970

Kansas City, Missouri 64195

Positions Held:

Flight Attendant (Domestic & International)

On-Line Supervisor

Instructor

Supervisor

Safety Department, Training Films

Traveling Recruiter / Interviewer

Sales Associate / Model June 1966 – September 1968

(part-time) Haber and Co.

Frederick, Maryland 21701

Student Assistant to Psychologist June 1965 – September 1965 National Naval Medical Center June 1966 – September 1966

Bethesda, Maryland

PROFESSIONAL ORGANIZATIONS:

American Trucking Associations:

Chairman of the Board 2010 - Present

First Vice Chairman 2009 - 2010Second Vice Chairman

2008 - 2009

Vice Chairman 2007 - 2008

Chairman - Membership Committee 2009 Litigation Center Board of Directors 2002 -

Communications / Image Policy Committee 2002 -

Chairman - TRUCK PAC 2001 - 2007

2001 2001 2000 1999 2001 1999 1998 1998 1998 1998	Executive Committee Search Committee for President / CEO Membership Committee Vice President at Large Vice Chairman – Technology & Engineering Policy Committee State Vice President – Maryland Board of Directors Wren Committee
Maryland Motor Truck Association:	
2005	Person of the Year
2000 – 2005	Chairman – Nominating Committee
1999 –	Board of Directors
1997 – 1998	Chairman of the Board
1993 – 1997	Executive – Board of Directors
1996 – 1997	First Vice President
1995 – 1996	Second Vice President
1994 – 1995	Third Vice President
1993 – 1994	Fifth Assistant Treasurer
1993 – 1997	Legislative Committee
1992 – 1996	Public Affairs Committee
National Tank Truck Carriers: 2005 2004 2000 - 1998 – 2000	Chairman First Vice Chairman Vice Chairman – Eastern Region Regional Director – Eastern Region
PROFESSIONAL PRESENTATIONS:	
2004	BB&T Prime Time Luncheon
2003	Road Transport Forum (New Zealand) Telematics Conference
2002	House Subcommittee – Transportation Reauthorization
2002 2002	House Subcommittee – Transportation Readthornation House Subcommittee – Trucking Safety Issues
2002	Frederick Lions Club
1998	Maryland State Highway Meeting
1998	Fredericktown Rotary Club
1997	Women Transportation Seminar
CIVIC ORGANIZATIONS:	
2005	Frederick County Roads Board
2003 – present	Advisory Board – Potomac Region Branch Banking &
	Trust Co.

Board of Directors

Frederick YMCA Board of Trustees Hood College – Board of Associates

Frederick Area Committee for Transportation (FACT) -

2001 – present 1998 – 2000

1996 – present

1996 – 2003	Frederick Community College Fund – Board of Directors			
1995 – present	Rotary Club of Frederick			
1995 – 1998	Delaplaine Visual Arts Center – Board of Directors			
1995 – present	Member of The Order of the Good Samaritan –			
	Frederick Memorial Hospital			
Junior League of Wyandotte and Johnson C				
1992 – present	Sustaining Member			
1991	Master Volunteer Plan Award			
1991	Local Representative to National Focus Group to			
1000 1001	American Junior League International			
1990 – 1991	Chairman – Admissions Committee Board of Directors			
1990 – 1991	Chairman – Community Ball			
1987	Patrons Chairman – Community Ball			
1986	Member			
1985 – present	Member			
National Kidney Foundation / Kansas City:				
1989	Benefit Chairman – Prince of Wales Polo Match			
Kansas City Art Institute Support Group – Sketch Box Committee:				
1986 – 1991	Past President – Advisory Board			
1985 - 1986	President			
1983 – 1985	Second Vice President			
Kansas City Art Institute Support Group - I				
1990 – 1991	Corresponding Secretary			
Gillis Center – Home for Emotionally Disturbed Boys:				
1984 – 1991	Board of Directors			
1987-1989	Development Committee			
State Ballet of Missouri Guild:				
1989 – 1991	Past President's Advisory Board			
1987 – 1989	President			
1986 – 1987	Executive Vice President			
1985 – 1986	Vice President – Membership			
1984 – 1985	Vice President – Social Activities			
Johnson County Medical Society Auxiliary	:			
1987 – 1988	Chairman – Membership			
1986 – 1987	Chairman – Hospitality			
1984 – 1985	President			
1983 – 1984	President Elect			
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1981 – 1983	Secretary Secretary			
Kansas State Medical Society Auxiliary:	Secretary			

Kansas City Young Matrons:

1986 - 1991

1986 - 1987

Membership Philanthropy

Committee

Junior Women's Symphony Alliance:

1982 - 1988

Membership

EDUCATION:

 $\overline{1967 - 1969}$

Madison College

Harrisonburg, Virginia

1965 - 1967

Frederick High School (Graduate)

Frederick, Maryland

1963 - 1965

St. John's High School

Prospect Hall

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1956 - 1963

Frederick Academy of the Visitation

Frederick, Maryland

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New Market, Maryland

PERSONAL:

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Robert S. Windsor

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